

Message Text

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SUBJECT: REVISION TO JORDANIAN CIVIL AIR REGULATIONS

1. FAA RECEIVED AIR-POUCHED COMMENTS AND RECOMMENDED CHANGES TO THE FIRST DRAFT OF PROPOSED CIVIL AIR REGULATIONS FOR JORDAN JAN. 4, AND RECOMMENDED CHANGES MERIT FULL INCORPORATION IN THE REVISION.

2. ROSCOE ADVISES THE SCOPE OF THE REGULATION WRITING PROJECT WILL BE EXPANDED TO INCLUDE PARTS ON AIRWORTHINESS DIRECTIVES AND REPAIR STATIONS AS REQUESTED IN THE DIRECTOR GENERAL'S LETTER OF 12/19/77. SUBPART D OF FAR PART 91 PERTAINING TO LARGE TURBINE POWERED MULTI-ENGINE AIRCRAFT WILL ALSO BE INCLUDED IN THE REVISIONS AS RECOMMENDED IN THE DEPARTMENT OF CIVIL AVIATION'S INTER-OFFICE MEMO OF 12/15/77.

3. WITH RECEIVED COMMENTS AND THE DEPARTMENT OF CIVIL AVIATION
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ATION COUNTER PROPOSALS NOW ON HAND, FAA PROCEEDING WITH REVISION. HOWEVER, THE FEB. 1, 1978 COMPLETION DATE MUST BE EXTENDED. ROSCOE ESTIMATES THAT HE WILL NEED A MINIMUM OF SIX FULL WEEKS FULL TIME TO COMPLETE THE REVISION AND HAVE TWO COPIES OF THE COMPLETED REGULATIONS TYPED

AND READY FOR DELIVERY. OTHER FIRM COMMITMENTS ON ROSCOE'S

TIME PRECLUDE HIS AVAILABILITY FULL TIME ON THIS PROJECT.
THEREFORE, THE ADJUSTED TARGET DATE FOR HAVING THE REVISION
READY FOR DELIVERY IS APRIL 14, 1978.

4. FAA WOULD APPRECIATE FOLLOWING INFORMATION:

A) SHOULD DRAFT INCLUDE PROVISIONS FOR LICENSING
FLIGHT ATTENDANTS AS DISCUSSED DECEMBER 4?

B) SHOULD THE TERM 'AIR TAXI' BE SUBSTITUTED FOR "COM-
MERCIAL OPERATOR" AS ALLUDED TO BY V.P. OF ARAB WINGS?

C) SHOULD PART 6 BE SEPARATED TO REFLECT DIFFERENT
SETS OF REGULATIONS FOR ALIA AND ARAB WINGS?

5. DISCUSSION

REFERENCE 4C - IN THE U.S., FAR PART 135 IS THE REGULA-
TION APPLICABLE TO BOTH AIR TAXI OPERATORS AND COMMERCIAL
OPERATORS OF LARGE AIRCRAFT. THE LATTER ARE REQUIRED BY
135.2 TO COMPLY WITH THE RULES OF PART 121 IDENTIFIED FOR
APPLICABILITY TO COMMERCIAL AND AIR TAXI OPERATORS OF LARGE
AIRCRAFT. THIS CONCEPT WAS FOLLOWED IN ADAPTING RULES FOR
JORDANIAN OPERATIONS.

SINCE THE ARAB WINGS OPERATION IS THE ONLY SUCH OPERATION
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IN JORDAN, THERE IS NO NEED FOR TERMINOLOGY TO DISTINGUISH
AN AIR TAXI OPERATOR OF LARGE AIRCRAFT FROM A COMMERCIAL
OPERATOR OF LARGE AIRCRAFT. THEREFORE, THE TERM AIR TAXI
CAN BE USED IN LIEU OF COMMERCIAL OPERATOR IF THIS WOULD BE
PREFERABLE. THE REGULATIONS SHOULD REMAIN AS NOW PROPOSED.
THE CHANGE WOULD MERELY BE TO SUBSTITUTE AIR TAXI FOR COM-
MERCIAL OPERATOR.

A STRUCTURAL CHANGE THAT MIGHT BE DESIRABLE IN PRODUCING
THE REVISION IS ONE OF SEPARATING THE REGULATIONS FOR ALIA
AND ARAB WINGS. PART 121 OF THE U.S. FAR'S HAVE EVOLVED
WITH A TIGHTENING OF THE DIFFERENCES BETWEEN SCHEDULED AND
UNSCHEDULED OPERATIONS SO THAT THE REGULATIONS FOR BOTH
CLASSES OF OPERATIONS HAVE BEEN CONSOLIDATED INTO ONE PART.
THIS FORMAT WAS FOLLOWED IN STRUCTURING REGULATIONS FOR
JORDAN. HOWEVER, FOR EASE OF ADMINISTRATIVE IMPLEMENTATION
OF REGULATIONS APPLICABLE TO ALIA AND TO ARAB WINGS, THESE
TWO PARTS COULD BE SEPARATED. THE RESULT WOULD BE A REGULA-
TION FOR ALIA'S PASSENGER AND CARGO OPERATION AND A REGULA-
TION FOR ARAB WINGS' OPERATIONS. THIS SEPARATION CAN BE
MADE IN THE PRESENT REVISION IF DESIRED. VANCE

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